Idaho's FY 2007

IDAHO HORIZONS

Near Horizon: Years 6-10 Mid Horizon: Years 11-15 Far Horizon: Years 16 & Beyond

Long Range Capital Improvement & Preservation Program (LRCIP)

Laying the foundation to improve Idaho's transportation facilities for the next 20 years and beyond.

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Horizons in Transportation

The Long Range Capital Improvement and Preservation (LRCIP) Program

BACKGROUND

The Idaho Transportation Department (ITD or department) is constantly seeking processes that help to efficiently preserve and develop our statewide transportation systems assets. To facilitate and help integrate these processes ITD is implementing a Long Range Capital Improvement and Preservation Program (LRCIP) called "Horizons in Transportation". The LRCIP will compliment and provide the transition between the shorter five year project development and implementation years of the Statewide Transportation Improvement Program (STIP) and the longer 2034 Idaho Transportation Vision. The terms LRCIP and "Horizons in Transportation" will be used interchangeably throughout this document.

Idaho's Transportation Vision directs ITD to follow the principles listed below as we develop and preserve Idaho's transportation system:

- ***Meet the Mobility Need*** addresses the issue of effectiveness of the transportation system from both a financial and user perspectives. The financial perspective speaks to affordability and focus.
- ***Compatibility with the Environment*** affirms that Idaho has a history that is strongly associated with its natural resources. The theme of respect and value for our natural environment continues today and into the future.
- ***Preservation of Community Assets*** affirms that each community is responsible for defining itself and what constitutes success for its transportation system. Idaho's existing transportation infrastructure is a unique asset that will require continued operation, maintenance, and modification to serve future system needs. Modification and/or expansion to address system needs must be done within the scale and context of the community to maintain the asset value.
- ***Flexibility and responsiveness*** recognizes that many new needs, ideas, opportunities, and realities will arise in the next 30 years. Constant and committed efforts must be taken toward Idaho's Vision of a fully balanced transportation system. This means that the Vision must be open to options, opportunities, and community input as time passes.

The Vision was instrumental in the Department's move to embrace "Context Sensitive Solutions" (CSS) as the way ITD will plan for and develop projects. CSS is addressed in Idaho Transportation Board policy B-13-03, on Environmental Stewardship, and its principals can be summarized as follows:

- To define the purpose and need of programs and projects by considering the safety and mobility needs, ensuring financial feasibility and sustainability, ensuring environmental stewardship while addressing all modes of travel.
- To utilize a collaborative public involvement process involving citizens and affected agencies early and continuously throughout the process.
- To consider the total context of design and plans, projects and programs with nature by using interdisciplinary teams tailored to project needs, applying the flexibility inherent in design standards incorporating aesthetics as an integral part of good design.

The STIP outlines the Department's transportation revenue and expenditures for capital improvement

and preservation projects from FY 2007 through 2011. It contains projects impacting highways, public transportation, aeronautics, bicycle and pedestrian facilities, and safety that will both maintain and improve a wide variety of transportation choices in all areas of the state. It also includes the projects found in Idaho's six metropolitan planning organization's Transportation Improvement Programs.

Beginning with the FY 2006 STIP (last year) ITD moved to display our state program of projects by the performance management areas of "preservation" and "improvement". This allows ITD to better allocate funds between these vitally important areas. What follows is a brief description of those programs.

PRESERVATION PROGRAMS

Pavement Preservation is one of the state's most important activities. ITD is committed to increasing pavement quality to no less than 82% of the pavement annually being rated as in good or fair condition. To meet this goal at least $57 million of our available funds are dedicated to this program.

Bridge Preservation directs approximately $4.5 million annually to projects that provide for bridge deck rehabilitation and bridge repair.

System Support directs funding to statewide activities needed to support the Preservation Program. It helps ensure that no part of the transportation system becomes defective or in disrepair due to lack of information.

IMPROVEMENT PROGRAMS

Bridge directs an annual investment of approximately $17 million to the replacement or structural rehabilitation of state highway system bridges identified by ITD to be structurally deficient or weight, height or width restricted.

System Planning directs investment into corridor studies, highway development planning, long-range transportation plans, and transportation system analysis.

Rest Area directs investments to scheduled rehabilitation and reconstruction of existing rest areas and construction of new rest areas.

Safety directs investments to safety initiatives, such as sign upgrades; durable pavement markings; rumble strips; intelligent transportation systems; road weather information systems; work zone and driver behavior safety, safe routes to school; shoulder widening; guardrail and rail safety to name but a few of the safety initiatives.

Transportation Enhancement is a statewide competitive program that invests approximately $5 million annually under Idaho Transportation Board policy for projects that address bicycle and pedestrian, historic and scenic and environmental needs.

Congestion Mitigation and Air Quality Improvement (CMAQ) is a statewide competitive program that invests between $2-4 million annually on transportation projects that are beneficial to air quality and transportation.

Restoration and Expansion invests in projects that reconstruct existing roadways and when

needed, provides expansion of transportation facilities to better serve our customers.

Connecting Idaho-Federal includes the restoration and expansion of facilities located along the "Connecting Idaho Corridors".

Connecting Idaho-GARVEE (Grant Anticipated Revenue Vehicle) invests through the use of bonds in projects approved through the Idaho Legislature. During the FY 2007 legislative session the Department was approved for $200 million in bonding on specific "Connecting Idaho Corridors".

Demonstration (ISTEA) or High Priority (TEA-21 or SAFETEA-LU) are funds designated by the U.S. Congress for specific improvements under a designated highway act. These funds are not flexible and must be used for their legislated purpose.

LOCAL PROGRAMS

ITD also has programs that address preservation and improvement for local transportation issues on federally functionally classified roads and for bridges that are both on and off this system that are 20 feet or longer. The Local Highway Technical Assistance Council (LHTAC), representing local agencies, Idaho MPOs (urban population of 50,000 or more), representing designated urban areas and Idaho's one Transportation Management Area (200,000 population or greater) help to administer these funds for ITD. Programs in the Local Programs are:

Local Urban directs funds for projects in urban areas with populations of 5,000 to 200,000.

Local Rural directs funds for projects in rural areas with a population under 5,000.

Transportation Management Area (TMA) directs funds for state and local system urban areas with populations greater than 200,000.

Bridge Local and Off-System directs funds for the replacement or rehabilitation of bridges.

"Horizons in Transportation" is a program and process that brings projects into the STIP that support the Transportation Vision principles and have a financial plan that allows for their construction within the five-year STIP. It is intended to provide a clear method to document and depict our transportation investments in the future.

Prior to the LRCIP process ITD used a program called Preliminary Development (PREL) that was included in the STIP document. PREL placement often provided funding in the actual STIP years to begin to develop projects with the idea of eventual placement into the five construction years of the STIP. Over time and successive STIPs, preliminary development contained projects that could not be feasibly constructed within the next five years. As a consequence, environmental assessments and design work was being funded within a current STIP on projects that had no reasonable funding plan for entry into a future STIP. This was funding that could more appropriately be used on project construction. For State Highway System projects "Horizons in Transportation" will take the place of PREL and add a methodical and well defined approach to determining needs and assessing transportation project priority for placement in the STIP, while limiting funding on projects that will not be built in the next several updates of the STIP.

Through the use of "Horizons in Transportation" ITD intends to present a balanced and realistic assessment of projects beginning with the Draft FY 2007 STIP and Capital Improvement Program. With the LRCIP process, funds that may have been used to develop projects whose source of

construction funding has not been identified can now be freed up to either maintain our transportation system or construct a limited number of additional projects that fit within the savings generated from the use of “Horizons in Transportation”. “Horizons in Transportation” is focused at this time on our state system. Local programs such as the Urban, Rural and Bridge Programs and the statewide application programs are not impacted by this change in the FY 2007 STIP and Capital Improvement Program update.

HORIZONS

This is the implementation year of the “Horizons in Transportation Planning” and as such a transition year for the way the Department will bring projects into the STIP. The LCRIP is intended to become the long range planning process for the identification and development of STIP projects. It is organized into three "horizons". Each horizon is associated with a period of time and the activities appropriate to that horizon. For instance, the **Near Horizon**, constitutes planning years 6-10; the **Mid Horizon** considers planning years 11 through 15; and the **Far Horizon** comprises planning years 16 and beyond.

Each of the "horizons" represents a planning phase from which long term financial plans, investment levels and goals can be established for future projects. It is important to note that specific projects will not generally be identified in the planning horizons. Instead, corridor plans, studies, need and feasibility assessments, and visioning processes for large transportation system needs may be called out. Out of this planning process and determination of project feasibility, specific projects will be approved by the Idaho Transportation Board to enter the STIP with construction or implementation scheduled to take place in the next five years.

The planning horizons may also indicate the time frame when the improvement in question will be needed for maximum operation of the transportation system. Planning is essential to the success of the horizons, but it should not be viewed as a simple linear progression. To say that all needs should originally be determined in the far horizon is too simplistic. Certainly, infrastructure needs change, prices increase, technology evolves, and tax laws are modified. The LRCIP provides for the flexibility to meet these changing dynamics. The chart below provides a graphic of the process.

HORIZONS IN TRANSPORTATION		
Near Horizon: Years 6-10	Mid Horizon: Years 11-15	Far Horizon: Years 16 & Beyond
Performance Goals	Program Investment Levels	Long Range Transportation Plans
Program Investment Levels	Modal Needs Studies	Future Transportation Vision
Project Feasibility	Corridor Preservation	Major Modal Expansion
Project Planning & Environmental	Mega-Projects	Corridor Plans
Public Involvement		

The LRCIP planning process and any funding devoted to this activity is displayed in the STIP as a specific program category called “Horizons”. This program provides funding for feasibility studies, generally in the first year of the STIP and these funds are used to assess the ability to bring an improvement into a future STIP as a project. Final design and right-of -way costs on specific projects will only be programmed on projects with an approved feasibility study indicating a realistic financial plan for development. Also in the “Systems Planning Program” of the STIP are projects that will contain studies directed toward locations or corridors, transportation modes or systems integration. Generally the work in these projects supports mid and long term transportation system analysis.

Future projects will be prioritized based on anticipated revenues and careful consideration of the transportation infrastructure that needs to be modified, repaired, or replaced. These decisions are based on department plans which consider public input, identified road and bridge lifecycles, and the requirement for growth and future expansion of the transportation system and its intermodal connections.

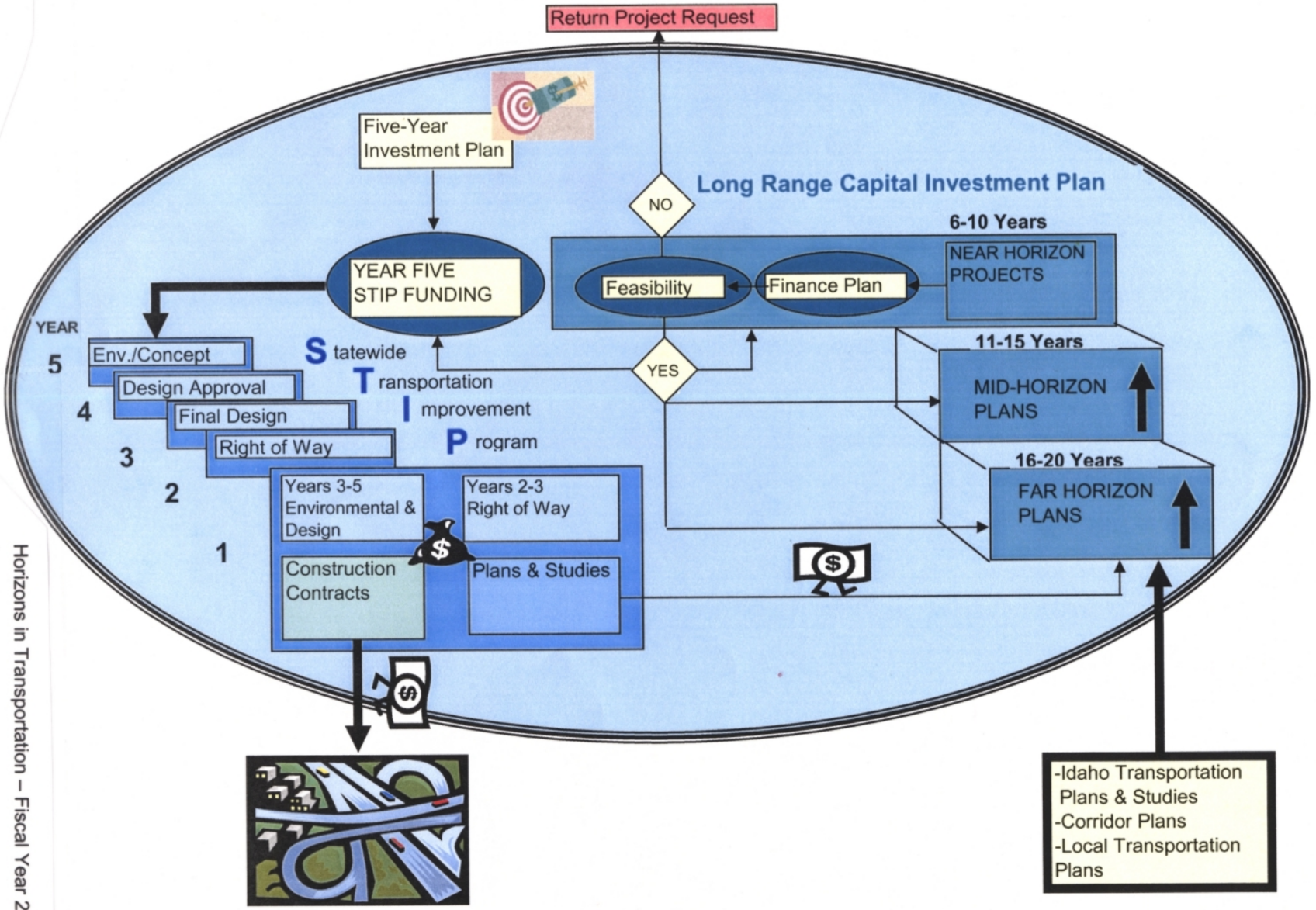
As part of ongoing public awareness campaigns, ITD will continue to work to educate and inform citizens regarding options that meet their transportation related objectives through the planning process. The LRCIP creates objective driven planning procedures that result in a predictable process for project implementation. As a business process it will:

- Encourage the development of performance management tools.
- Make informed decisions in funding capital projects, using current data and future forecasts about the status of our assets.
- Optimize the business values of asset investments while engineering and technical needs become constraints.
- Optimize utilization of existing assets as part of the capital planning process.
- Quantify risks as part of the decision process.
- Account for the lifecycle cost impact of asset decisions.
- Rationalize budget decisions within ITD.

The graphic on the following page tracks the flow of activities and decision points as transportation issues and needs are identified through the LRCIP process and determinations made about how to address the need through project placement in the five year STIP.

ITD Capital Investment Process

Regular Projects



NEAR TERM

Types of Products

Performance Goals and Performance Management Determinations
Program Investment Levels
Project Feasibility
Early Environmental Project Planning
System Inspections and Maintenance Determination

General Discussion

The **Near Term** Horizon is six to ten years out from the current STIP. Projected fiscal resources are analyzed and projected for each year of the STIP and for future program years. Yearly the Idaho Transportation Department assesses the performance and needs on our systems. These are generally shorter term views of our system's performance. Activities, reports and studies that are currently used to accomplish this are:

- Bridge Inspections and Condition Status Reports
- High Accident Location Assessments
  1. Highways
  2. Intersections
  3. Rail Crossings
- Congestion Locations
  1. Urban Sections
  2. Rural Sections
- Guardrail and Blunt End Needs Assessment
- Deficient Pavement Reports
  1. Highways
  2. Airports
- Rest Area Improvement Needs Report

These activities provide valuable information about the performance of our various transportation systems and point the way to project development and prioritization in our Preservation and Improvement Programs.

Feasibility Process – Study and Determination

The Feasibility Study, see Attachment A "draft Feasibility Study", includes the purpose and need as compared with the strategic performance goals and alternative project scopes; context sensitive solutions goals; complexity and cost; potential social and environmental impacts and/or mitigations; public involvement plan; information on where the improvement came from (corridor plan, legislative mandate or system need determination); and a financial plan to fund the improvement. Non-feasible improvements may be abandoned or moved into later horizons until circumstances justify another feasibility analysis.

In this initial LRCIP the Near Horizon has more potential improvements than will likely be seen in future LRCIPs in order to complete feasibility studies on projects that have been in the STIP either in PREL or a construction year. Inflation for construction, materials and right-of- way acquisition has eroded the number of projects ITD can afford to build in the five year STIP. The feasibility study will be used to determine if they can move into a future STIP within the next five years or if they will need

to be folded into the Mid or Far horizons as part of scheduled studies of modes, corridors and intermodal connection or as a mega project.

During updates of the STIP, completed feasibility studies will be reviewed by ITD management and a determination made if they can be incorporated into the STIP or a STIP Update within the next several years. For more complex projects, or to determine project placement among competing priority improvements or preservation programs, the Idaho Transportation Board will review and prioritize project placement in the STIP. Improvements determined to be feasible for funding in a future STIP may stay in the Near Horizon and proceed with early environmental planning until it is clear that an environmental document can be obtained within two years of entering the STIP and project can be bid for construction within the five year STIP.

In this first year of the LRCIP, improvements that are close to an environmental document determination will continue as a more discrete project within the Horizon network. As noted earlier, feasibility study projects can be found in the STIP as "Horizon" projects. Each ITD district has already completed some initial review of the projects and has designated if they are likely to belong in the Near, Mid or Long Term Horizon.

Near Horizon Improvements

Following are locations that will be addressed this year in the LRCIP as Near Horizon locations until completion of the feasibility study and more accurate placement in future LRCIPs. An asterisk denotes locations where the feasibility study is shown in the STIP and some consultant services may be used. Feasibility studies for those without an asterisk are being funded with preliminary engineering funds obligated in a prior approved STIP or through ITD district staff work. In the listing below, improvements have been broken out by their estimated cost to construct in today's dollars.

Estimated Cost to Develop and Construct is Greater than $40 Million

District	Key No	Route	Location	Proposed Improvement
1	8065	US 95	WYOMING AVE TO OHIO MATCH RD, HAYDEN	MAJOR WIDENING

Estimated Cost to Develop and Construct is $20 - $40 Million

1	1222	US 2	DOVER BR, BONNER CO	BRIDGE REPLACEMENT

Estimated Cost to Develop and Construct is $10 - $20 Million

1	1509	US 95	SANDPOINT TO KOOTENAI CUTOFF	MAJOR WIDENING
4	7836	SH 75	BELLEVUE TO HAILEY	RECONSTRUCTION/REALIGNMENT
5	8661	I 15	INKOM RA RECONSTRUCTION	SUPPORTING FACILITIES
5	9225	US 91	SHELLEY NCL TO YORK RD*	MAJOR WIDENING
5	H525	I-186	CHUBBUCK IC TO POCATELLO CRK IC	MAJOR WIDENING
6	8454	US 20	THORNTON IC, MADISON CO	RECONSTRUCTION/REALIGNMENT
9	H960	STATE	ITS REGIONAL OPS CENTER FEASIBILITY	SAFETY/TRAFFIC OPERATIONS

Estimated Cost to Develop and Construct is $5 - $10 Million

District	Key No	Route	Location	Proposed Improvement
3	4782	US 95	WEISER SOUTH	RECONSTRUCTION/REALIGNMENT
3	6978	SH 55	ROUND VALLEY RA, VALLEY CO	REST AREA CONSTRUCTION
3	7791	SH 55	GARDENA PASSING LANES	MAJOR WIDENING
3	8092	SH 55	N FORK PAYETTE RV BR, CASCADE	BRIDGE REPLACEMENT
3	8432	US 95	COUNCIL ALTERNATE ROUTE	RECONSTRUCTION/REALIGNMENT
3	8955	I 84	BLACK CANYON TO SAND HOLLOW	RESURFACE/RESTORE/REHABILITATE
3	7051	SH 55	BANKS PASSING LNS, BOISE CO*	RESURFACE/RESTORE/REHABILITATE/WIDEN
3	H305	US-20/26	LOCUST GROVE TO EAGLE RD*	MAJOR WIDENING
4	7173	I 84	DECLO POE, CASSIA CO	PORT OF ENTRY CONSTRUCTION
4	9262	SH 75	SHOSHONE TO E 420 RD	RECONSTRUCTION/REALIGNMENT
5	9547	I 86	CHUBBUCK IC BR*	BRIDGE CONSTRUCTION & APPROACHES
5	9631	I 15	MALAD SUMMIT SB RA RECONSTRUCTION*	SUPPORTING FACILITIES
6	6279	SH 75	E FK SALMON RV BR, CUSTER CO	BRIDGE REPLACEMENT
6	9558	I 15	PANCHERI DR UPASS NR IF	BRIDGE REPLACEMENT

Estimated Cost to Develop and Construct is less than $5 million

1	6607	SH 200	TRESTLE CR. BR	BRIDGE REPLACEMENT
1	8394	I 90	7^{TH} ST & 9^{TH} ST BRS, CDA*	BRIDGE REPLACEMENT
1	8926	US 95	NAPLES TURNBAY	SAFETY/TRAFFIC OPERATIONS
1	9333	US 95	SANDPOINT STREETS	PAVEMENT REHABILITATION
1	9452	SH 200	TRESTLE CR BR ROADWORK	PAVEMENT AND BASE
1	9453	US 2	MOYIE RV GORGE BR	BRIDGE REHABILITATION
1	9773	SH 41	BNSF RR O'PASS, BONNER CO.	BRIDGE REHABILITATION
1	9777	US 95	SAND CR BR, BONNER CO	BRIDGE REHABILITATION

Estimated Cost to Develop and Construct is less than $5 million

2	7721	US 12	KAMIAH TO MP 70*	MAJOR WIDENING
2	8225	SH 8	TROY TO DEARY	RESURFACE/RESTORE/REHABILITATE/WIDEN
2	8474	US 95	CAMAS PRAIRIE REST AREA	CONSTRUCTION REST AREA FACILITIES
2	8533	SH 13	GRANGEVILLE TO TOP OF HARPSTER GRADE	RESURFACE/RESTORE/REHABILITATE/WIDEN
2	9473	US 95	MCKINZIE BR, IDAHO CO	BRIDGE REHABILITATION
2	9617	US 95	MINERAL MTN REST AREA	REST AREA REHABILITATION
2	H212	DIST	DISTRICTWIDE BRIDGE REPAIR	RESURFACE/RESTORE/REHABILITATE/WIDEN
2	H213	US 12	CROOKED RIVER BRIDGE	RESURFACE/RESTORE/REHABILITATE/WIDEN
2	H214	US 95	W.I.&M. RROP BRIDGE, LATAH CO	BRIDGE CONSTRUCTION & APPROACHES
2	H218	US 12	LENORE REST AREA	REST AREA REHABILITATION
3	2843	US 95	WEISER RV BR	BRIDGE REPLACEMENT
3	7215	SH 55	PAYETTE RV BR, S HORSESHOE BEND	BRIDGE REHABILITATION
3	7923	US 95	FORT HALL HILL, ADAMS COUNTY*	RECONSTRUCTION/REALIGNMENT

Estimated Cost to Develop and Construct is less than $5 million

District	Key No	Route	Location	Proposed Improvement
3	9479	SH 55	BANKS CANYON ROCKFALL	SAFETY IMPROVEMENT
3	9482	SH 44	INT GLENWOOD ST, BOISE*	RESURFACE/RESTORE/REHABILITATE/WIDEN
3	9490	SH 78	JCT SR 45, WALTERS FERRY	INTERSECTION IMPROVEMENT
3	9498	US 30	JCT SH 72, PAYETTE CO	INTERSECTION IMPROVEMENT
3	H331	US 95	HOMEDALE E OVER SNAKE RV	BRIDGE CONSTRUCTION AND APPROACHES
4	7028	US 20	GANNETT RD TO SILVER CR BR, BLAINE CO*	MAJOR WIDENING
4	7801	US 93	200 S RD TO JCT SH 25, JEROME CO	MAJOR WIDENING
4	9360	US 30	PASSING LNS, TWIN FALLS CO*	SAFETY/TRAFFIC OPERATIONS
4	9540	US 93	3400N PASSING LNS, TWIN FALLS CO*	MAJOR WIDENING
4	9619	US 93	HOLLISTER RA CONSTRUCTION	SUPPORTING FACILITIES
4	9856	US 30	SNAKE RV, GRIDLEY BR, GOODING/TF CO	BRIDGE REHABILITATION
5	8119	I 86	AIRPORT IC AND W POCATELLO IC	BRIDGE REHABILITATION
5	8446	I 15	INKOM POE	SAFETY/TRAFFIC OPERATIONS
5	9226	US 91	PRESTON SCL TO JCT I 15*	SAFETY/TURNBAY
5	9227	US 30	SODA SPRINGS TO WY ST LN*	SAFETY/TRAFFIC OPERATIONS
5	9549	US 89	UTAH ST LN TO MONTPELIER ECL*	SAFETY/TRAFFIC OPERATIONS
5	9552	I 15B	SIGNAL UPGRADE, BLACKFOOT*	SAFETY/TRAFFIC OPERATIONS
5	9631	I 15	MALAD SUMMIT SB REST AREA*	RECONSTRUCTION
5	H522	I-15	MCCAMMON IC BR, BANNOCK CO*	BRIDGE CONSTRUCTION & APPROACHES
6	3980	US 26	SWAN VALLEY SLIDE MONITORING*	PLANNING/STUDIES
6	8625	US 20	INT IMPROVEMENTS ASHTON	SAFETY IMPROVEMENTS
6	8634	US 20	CHESTER TO TWIN GROVES	RESURFACING
6	9237	US 20	MADISON CO LN TO EB OFF RAMP, NR ST ANTHONY*	RECONSTRUCTION/REALIGNMENT
6	9290	SH 33	SUGAR CITY MAIN STREET IMPROVEMENTS	SAFETY IMPROVEMENTS
6	9389	SH 33	NEWDALE EAST	RECONSTRUCTION/REALIGNMENT
6	9566	SH 33	SALEM RD TO E OF SUGAR CITY	PAVEMENT REHABILITATION
6	9390	SH 31	PINE CREEK RD TO MP 7, BONNEVILLE, CO	
6	9575	I 15	JCT SH 22 UPASS IC, DUBOIS*	BRIDGE CONSTRUCTION & APPROACHES
6	9842	SH 28	MAIN ST IMPROVEMENTS, SALMON*	SAFETY/TRAFFIC OPERATIONS
6	9843	US 93	MAIN ST SOUTH IMPROVEMENTS, SALMON*	SAFETY/TRAFFIC OPERATIONS
6	9915	US 93	MAIN ST IMPROVEMENTS EXTENSION, MACKAY*	SAFETY/TRAFFIC OPERATIONS
6	H620	SH 33	DRIGGS TO VICTOR*	RESURFACE/RESTORE/REHABILITATE/WIDEN
6	H628	US 26	ROCKFALL MITIGATION ALONG PALISADES RESERVOIR*	SAFETY/TRAFFIC OPERATIONS

No Cost Estimate Available (feasibility study to determine cost)

District	Key No	Route	Location	Proposed Improvement
4	H402	OFFSYS	MINIDOKA TO ARCO	NEW ROUTE
6	9240	US 26	ANTELOPE FLAT PASSING LANES, BONNEVILLE CTY*	MAJOR WIDENING
6	9242	US 20	FEDERAL HILL PASSING LANES*	MAJOR WIDENING
6	9243	US 20	NORTH ST ANTHONY FEASIBILITY STUDY*	PLANNING/STUDIES
6	9247	US 26	PALISADES TURNOUTS, BONNEVILLE COUNTY*	MAJOR WIDENING
6	9557	US 20	RED ROCK TURNBAY*	MAJOR WIDENING
6	9560	SH33	VICTOR MAIN STREET IMPROVEMENTS*	SAFETY/TRAFFIC OPERATIONS
6	H611	SH 31	ROADWAY LIFECYCLE FEASIBILITY STUDY*	PLANNING/STUDIES
6	H612	US 20	SOUTH ST ANTHONY ACCESS CONTROL FEASIBILITY STUDY*	PLANNING/STUDIES
6	H613	US 93	SALMON RIVER ROADWAY LIFECYCLE FEASIBILITY ST*	PLANNING/STUDIES
6	H624	DIST	DIST 6 RURAL TO URBAN PLAN*	PLANNING/STUDIES

In the near term certain preservation projects are identified through planning and performance management processes in place at ITD. As indicated previously, ITD routinely inspects and analyzes the condition of our transportation system. The Idaho Transportation Board has established certain system condition goals and funding may be set aside or reserved in the STIP to address these issues annually. For these projects placement out of the near term and into the STIP will be based on condition assessment and there will be a more routine objective based flow of projects into the STIP than for improvement projects that reconstruct, modify or add to the transportation system. Projects found in the STIP that fund transportation performance management and address system performance needs are shown below:

Yearly State Planning and Research (studies, research and inspections of pavement, congestion, traffic and materials used in the construction of projects)

Yearly State highway, short span, local and off-system bridge inspections

MID HORIZON

Types of Products

Program Investment Levels
Modal Needs Studies
Corridor Preservation
Mega-Projects
Financial Plans and Funding Methods

General Discussion

The **Mid Horizon** is 11-15 years out from the current STIP. It is bracketed on either side by a planning horizon and improvements may flow into this horizon from the far horizon, but just as likely improvements and concepts may be placed in the mid horizon after undergoing a feasibility study in the near horizon. In the next several years current and future defined performance criteria will be used to help make these decisions.

Research, analysis, discussion and agreement of the program investment levels required to accomplish current and future performance goals for this time-frame are mid-horizon activities. Fiscal or legislative planning can occur that might be anticipated to help reduce any gap between anticipated revenues and needs. Work done by the "Forum on Transportation Investment"; a group of 55 transportation experts brought together by the ITD, have quantified the impact and extent of capital funding shortfalls over the next 20 years. Finally, the Mid Horizon houses prioritized, valuable and strategic construction mega-projects (e.g. Connecting Idaho Corridor improvements) for which realistic financial plans have not yet been identified which would allow for further development and construction.

Mid Horizon Locations

Following are locations that will be addressed this year in the LRCIP as Mid Horizon locations. An asterisk denotes those locations where a feasibility study is shown in the STIP. Feasibility studies for those without an asterisk are being funded with preliminary engineering funds obligated in a prior approved STIP, or through the use of state forces work. In the location listing below, improvements have been broken out by the estimated cost to construct in today's dollars. The cost to complete 11-15 years in the future would be projected at a minimum to increase by a factor of 4 times the current costs.

Estimated Cost to Develop and Construct is Greater than $40 Million

District	Key No	Route	Location	Proposed Improvement
1	K003	US 95	SAGLE TO SANDPOINT*	RECONSTRUCTION/REALIGNMENT
1	7174	US 95	MP 527 TO MP 536, S OF IDA/CAN BORDER*	RECONSTRUCTION/REALIGNMENT

Estimated Cost to Develop and Construct is $20 - $40 Million

2	7823	US 95	CULDESAC CANYON, LEWIS & NEZ PERCE CO	SAFETY/TRAFFIC OPERATIONS

Estimated Cost to Develop and Construct is $10 - $20 Million

District	Key No	Route	Location	Proposed Improvement
1	5128	SH 5	CHATCOLET TO ROCKY POINT	RECONSTRUCTION/REALIGNMENT
1	8061	I 90*	CATALDO BRIDGES*	BRIDGE CONSTRUCTION & APPROACHES
1	8063	US 2	DOVER TO SANDPOINT	RECONSTRUCTION/REALIGNMENT
1	8920	I 90	POST FALLS ACCESS IMPROVEMENTS	BRIDGE CONSTRUCTION & APPROACHES
1	9625	I 90	HUETTER RA RECONSTRUCTION	SUPPORTING FACILITIES
2	0698	US 95	COX'S RANCH TO RIGGINS SCL	RECONSTRUCTION/REALIGNMENT
3	8081	SH 55	NB PASSING LN, CASCADE NORTH	MAJOR WIDENING
5	6494*	US 30	GEORGETOWN ALTERNATE ROUTE*	NEW ROUTE

Estimated Cost to Develop and Construct is $5 - $10 Million

1	8398	US 95	MCARTHUR LAKE, BOUNDARY CO	RECONSTRUCTION/REALIGNMENT
1	8927	SH 3	GOOSEHAVEN RD, BENEWAH CO	RECONSTRUCTION/REALIGNMENT
2	3744	US 95	RIGGINS TO GOFF BR	RECONSTRUCTION/REALIGNMENT
3	7792	SH 55	SB PASSING LN, CASCADE SOUTH	MAJOR WIDENING
3	7793	SH 55	DONNELLY PASSING LNS	MAJOR WIDENING
3	9497	US 20	BOISE RV, BROADWAY AVE BR, BOISE	BRIDGE CONSTRUCTION & APPROACHES
4	8107	I 84	JCT I 84/US 93 IC, STG 2	SAFETY/TRAFFIC OPERATIONS
5	7806	I 15	DEVIL CR TO DOWNEY, SB, PH1	RECONSTRUCTION/REALIGNMENT
5	7840	I 15	DEVIL CR TO DOWNEY, NB, PH 2	RECONSTRUCTION/REALIGNMENT

Estimated Cost to Develop and Construct is less than $5 million

1	8627	SH 97	BEAUTY BAY HILL, KOOTENAI CO	RESURFACE/RESTORE/REHABILITATE/WIDEN
3	7024	SH 55	ROUND VALLEY PASSING LNS, VALLEY CO	MAJOR WIDENING
3	8240	SH 51	MP 72 TO MP 75, OWYHEE CO	RESURFACE/RESTORE/REHABILITATE/WIDEN
3	9489	US 95	COUNCIL TO TAMARACK PASSING LNS	MAJOR WIDENING
3	9623	SH 21	LOWMAN RA CONSTRUCTION	SUPPORTING FACILITIES
4	8362	I 84	DECLO IC*	RECONSTRUCTION/REALIGNMENT
4	9844	US 20	CAT CREEK RA CONSTRUCTION	SUPPORTING FACILITIES
4	9845	I 84	JCT US 93 EB RA	REHABILITATION

No Cost Estimate Available (feasibility study to determine cost)

1	8651	I 90	POST FALLS TO CDA, CORRIDOR STUDY	PLANNING/STUDIES
1	H121	I-90	PINEHURST IC*	RECONSTRUCTION/REALIGNMENT
3	8615	SH 55	WETLAND MITIGATION, VALLEY CO	ENVIRONMENTAL PRESERVATION
6	H625	US 20	CONCRETE PAVING SECTIONS	RECONSTRUCTION/REALIGNMENT
6	H626	US 26	SWAN VALLEY SLOPE STABILIZATION	RECONSTRUCTION/REALIGNMENT

FAR HORIZON

Types of Products

Long Range Transportation Plan (MPO and State)
Transportation Vision Updates
Major Modal Expansion
Corridor Plans

General Discussion

Locations to be considered for improvement in the STIP may also be the result of long range planning efforts that come out of work accomplished in the **Far Horizon**. MPOs update their long range transportation plans at least every five years. Improvements must be included as part of the plan in order to be included in a future STIP. ITD works closely with MPOs as their plans are updated. For instance the COMPASS long range plan, "Communities in Motion" was extended to a regional plan with ITD funding assistance.

Corridor and mode specific plans take a long view of the system and generally assess needs and possible improvements over a 20 year time. Idaho Transportation Board policy B-09-04 and Administrative policy A-09-04, titled *Corridor Planning for Idaho Transportation Systems* adopts a methodology for developing long-range plans for the state transportation system corridors. The policy states that "corridor plans, in addition to the modal plans, provide a basis for updating the Statewide Transportation Improvement Program." It further notes that "through the corridor planning process, the department shall:

- Develop collaborative partnerships;
- Involve local land use, highway jurisdictions, and other stakeholders in the identification of transportation issues and problems;
- Allow stakeholders to articulate specific corridor solutions and resolve major planning issues before project development begins;
- Notify property owners of possible future land use for transportation purposes;
- Reduce project costs in the long term; and
- Increase overall transportation efficiency."

The corresponding administrative policy calls for department staff to seek close cooperation with all government agencies, to promote a community-based planning effort, to develop a public involvement program to ensure that all local government agencies, the private sector, and the general public are involved during the corridor planning process, and to provide a forum to resolve planning issues.

These principles are embodied in a Corridor Planning Guidebook, which serves as a practical reference for the District Transportation Planners who develop and manage corridor planning projects in the Districts. The corridor planning program and guidebook were produced and continue to be administered through cooperative working relationships between the Division of Highways and Division of Transportation Planning at ITD. Corridor plans function as a bridge between the statewide Idaho Transportation Vision and the STIP.

Corridor Studies

Corridors with plans completed or currently underway are shown below:

District	Corridor Route	Location	Status
1	US 95	COEUR D'ALENE-MICA CREEK TO OHIO MATCH ROAD	COMPLETED
1	US 95	OHIO MATCH ROAD TO LONG BRIDGE-SANDPOINT	IN PROCESS
1	SH 41	SELTICE TO PRAIRIE IN POST FALLS	COMPLETED
1	US 95	WORLEY TO MICA	COMPLETED
1	US 95	SAGLE TO PONDERAY	COMPLETED
1	US 95	JUNCTION SH1 TO CANADA BORDER	COMPLETED
1	I 90	WASHINGTON LINE TO EAST CDA URBAN LIMITS	INITIAL SCOPING
2	SH 8	LINE ST. TO WASHINGTON ST. IN MOSCOW	COMPLETED
2	US-95	GRANGEVILLE CORRIDOR PLAN	IN PROCESS
3	I-84, PHASE 1	SH-44 INTERCHANGE-ISAAC'S CANYON IC	COMPLETED
3	I-84, PHASE 2	SH-44 INTERCHANGE-WYE INTERCHANGE	COMPLETED
3	SH 55	EAGLE TO NEW MEADOWS	COMPLETED
3	US 95	MARSING TO NEW MEADOWS	IN PROCESS
4	SH-75	TIMMERMAN JUNCTION-KETCHUM	COMPLETED
4	US-93	SNAKE RIVER CROSSING STUDY-TWIN FALLS/JEROME AREA	COMPLETED
4	US-93	JUNCTION I-84-JUNCTION SH-25	COMPLETED
4	SH-75	SHOSHONE-TIMMERMAN JUNCTION	COMPLETED
4	LOCAL	BUHL TO WENDELL	COMPLETED
4	SH-74	SE TWIN FALLS ALTERNATE STUDY	COMPLETED
5	US-30	MCCAMMON-WYOMING LINE	COMPLETED
5	US-91	UTAH STATE LINE-JCT. I-15 AT VIRGINIA	COMPLETED
5	US-89	UT STATE LINE-WY STATE LINE	COMPLETED
5	US-91	RESERVATION ROAD TO RIVIERA INTERSECTION	COMPLETED
5	SH-39	AMERICAN FALLS -BLACKFOOT	COMPLETED
5	YELLOWSTONE HWY BANNOCK CO.	PORTNEUF IC TO RESERVATION RD.	COMPLETED
5	SH 34	LOWER VOLUME CORRIDOR PLAN	IN PROCESS
5	SH 39	N PLEASANT VALLEY RD TO PINGRE	IN PROCESS
6	US-20	IDAHO FALLS-ASHTON BRIDGE	COMPLETED
6	US-26	BEECHES CORNER, IDAHO FALLS-WYOMING BORDER	COMPLETED
6	SH-33	JCT. US-20-WYOMING BORDER	COMPLETED
6	US-20	ASHTON BRIDGE-MONTANA STATE LINE	COMPLETED
6	US-93/SH-28	US-93, SH-28, SH-33	COMPLETED

Additionally the following corridor plans are scheduled in the draft 2007 STIP:

District	Corridor Route	Location	Status
1	US 97	CORRIDOR STUDY, MP 60-96	SCHEDULED
1	SH 53	CORRIDOR STUDY, MP 0-13	SCHEDULED

District	Corridor Route	Location	Status

1	SH 3	CORRIDOR PLAN	SCHEDULED
2	US 95	ADAMS COUNTY LINE TO GOFF BRIDGE	SCHEDULED
2	US 95	GOFF BRIDGE TO BENEWAH	SCHEDULED
2	US 95	CULDESAC CANYON CORRIDOR	SCHEDULED
2	SH 8	MOSCOW TO TROY	SCHEDULED
3	SH 69	KUNA TO MERIDIAN	SCHEDULED
3	SH 52	PAYETTE TO HORSESHOE BEND	SCHEDULED
3	US 20	PARMA TO CALDWELL	SCHEDULED
3	SH 19	WILDER TO CALDWELL	SCHEDULED
3	SH 45	JCT SH 78 TO NAMPA	SCHEDULED
3	SH 21	BOISE TO LOWMAN	SCHEDULED
3	SH 51	NV ST LN TO CAMBRIDGE	SCHEDULED
3	SH 78	MARSING TO HAMMETT	SCHEDULED
3	DIST	ACCESS MANAGEMENT PLAN	SCHEDULED
5	US 91	CORRIDOR PLAN	SCHEDULED
6	US 20	IDAHO FALLS TO ASHTON	SCHEDULED
6	US 91	CORRIDOR PLAN UPDATES	SCHEDULED

Idaho's Transportation Vision and solutions to multi-modal problems are also conceived in the Far Horizon. Yet –to-be-determined-criteria will be used to consider which ideas are of the highest priority for investigating in more detail in the Mid or Near Horizons.

Far Horizon Locations

Following are locations that will be addressed in the LRCIP as Far Horizon locations. An asterisk denotes those locations where a feasibility study is shown in the STIP. Feasibility studies for those without an asterisk are being funded with preliminary engineering funds obligated in a prior approved STIP, or through the use of state forces work. In the location listing below, improvements have been broken out by the estimated cost to construct in today's dollars. The cost to complete in sixteen or more years in the future would be projected at a minimum to increase by a factor of 6 to 7 times the current costs.

Estimated Cost to Develop and Construct is Greater than $40 Million

District	Key No	Route	Location	Proposed Improvement
3	1004	SH 55	SMITHS FERRY TO ROUND VALLEY	RELOCATION

Estimated Cost to Develop and Construct is $20 - $40 Million

3	9518	SH 55	EAGLE RD INFRASTRUCTURE IMPRS, S PH	SAFETY/TRAFFIC OPERATIONS
3	9517	SH 55	EAGLE RD INFRASTRUCTURE IMPRS, CENTRAL PH	RECONSTRUCTION/REALIGNMENT
3	9182	SH 55	EAGLE RD INFRASTRUCTURE IMPRS, N PH	SAFETY/TRAFFIC OPERATIONS
4	9627	I 84	COTTERELL RA RECONSTRUCTION	SUPPORTING FACILITIES

Estimated Cost to Develop and Construct is $5 - $10 Million

District	Key No	Route	Location	Proposed Improvement
3	8793	I 184	WYE IC TO CURTIS RD LANDSCAPING	SUPPORTING FACILITIES

Estimated Cost to Develop and Construct is $5 - $10 Million

District	Key No	Route	Location	Proposed Improvement
3	7825	I 84	FRANKLIN IC IMPROVEMENTS, NAMPA	RECONSTRUCTION/REALIGNMENT

Estimated Cost to Develop and Construct is less than $5 million

3	8794	I 84	WYE TO COLE LANDSCAPING	SUPPORTING FACILITIES

Estimated Cost to Develop and Construct is less than $5 million

District	Key No	Route	Location	Proposed Improvement
3	9624	SH 21	IDAHO CITY RA CONSTRUCTION	SUPPORTING FACILITIES
3	9978	SH 55	MARSING RA CONSTRUCTION	SUPPORTING FACILITIES

No Cost Estimate Available (feasibility study to determine cost)

3	8082	SH 16	FREEZE OUT HILL NB PASSING LNS, GEM CO	RECONSTRUCTION/REALIGNMENT
3	6196	SH 55	KARCHER RD IMPROVEMENT STUDY	PLANNING/STUDIES
6	H627	US 20	IDAHO FALLS BELTWAY STUDY*	PLANNING/STUDIES

SUMMARY

The Horizons in Transportation is a positive step in the direction of a rational, performance oriented STIP. Fiscal constraint and planning thoughtfully for the future will be enhanced by the Horizons planning process. The information presented here lays out how the STIP and Capital Improvement Program are integrated with the LRCIP. Decisions on how limited transportation funding will be spent is never easy, but a process that allows balance between preservation and improvements does make those decisions more objective, transparent and well considered. These are all hallmarks of an effective transportation system.

Attachment A

Feasibility Study – Draft Form

Draft Feasibility Study

itd.idaho.gov

Key Number	Location	General Description	Route

Beginning Milepost	Ending Milepost	Length in Miles	County	City	District

Purpose and Needs Report

Project Purpose/Benefits

Mark (xx) the one item that best describes the Primary Reason for Proposing this Project
Mark (+) all Other Relevant Items

____	Maintain/Improve User Operating Conditions	____	Enhance Pedestrian Safety and/or Capacity
____	Maintain/Improve Traffic Flow	____	Enhance Bicycle Safety and/or Capacity
____	Time Savings	____	Traffic Composition Enhancement (e.g., Truck Route, HOV Lane, Climbing Lane)
____	Increase Capacity	____	Visual/Cultural Enhancement (e.g., Landscaping, Historic Preservation)
____	Reduce Congestion	____	Environmental Enhancement (e.g., Air Quality, Noise Attenuation, Water Quality)
____	Hazard Reduction/Safety	____	Economic Prudence (e.g., Repair Less Expensive than Replacement, B/C Ratio)
____	Reduce Highway User Operating Costs	____	Located on a Connecting Idaho Corridor
____	Enhance Accessibility for the Disabled/Safety	____	Purpose and Needs Originally Identified in Corridor Plan
____	Other, List (e.g., Driver Convenience and Comfort Regarding Rest Area Projects)		

_____

Describe design elements needed to accomplish the purpose of this proposal as they relate to the current deficiencies.

Proposed Improvements (See ITD 2708 and ITD 1150)

Roadway: _____

Intersections: _____

Drainage: _____

Structures: _____

Railroad Crossings: _____

Traffic Items: _____

Traffic Control: _____

Other Items: _____

Utilities: _____

Environmental (Check any of the following that are likely impacted by the proposal.)

1. Noise Criteria Impacts ☐
2. Change in Access or Access Control ☐
3. Change in Travel Patterns ☐
4. Neighborhood or Service Impacts ☐
5. Economic Disruption ☐
6. Inconsistent W/Local or State Planning ☐
7. Environmental Justice ☐
8. Displacements ☐
9. Section 4(f) Lands-DOT Act 1966 ☐
10. LWCF Recreation Areas/6(f) Lands ☐
11. Section 106-Nat. Historical Preservation Act ☐
12. FAA Airspace Intrusion ☐
13. Visual Impacts ☐
14. Prime Farmland, Parcel Splits ☐
15. Known/Suspected "Hazmat" Risks ☐
16. Wildlife/Fish Resources/Habitat ☐
17. Threatened/Endangered Species ☐
    ☐ Listed ☐ Proposed
18. Air Quality Impacts ☐
19. Inconsistent With Air Quality Plan ☐
    ☐ SIP ☐ TIP
20. Stream Alteration/Encroachment ☐
    ☐ IWDR ☐ F&G ☐ COE (404)
21. Flood Plain Encroachment ☐
    ☐ Longitudinal ☐ Traverse
22. Regulatory Floodway ☐
    ☐ PE Cert. & FEMA Approval ☐ Revision
23. Navigable Waters ☐
    ☐ CG (Sec 9) ☐ COE (Sec 10) ☐ Dept. Lands
24. Wetlands ☐
    ☐ Jurisdictional (404) ☐ Non-Jurisdictional
25. Sole Source Aquifer ☐
    ☐ Exempt Project ☐ Non-Exempt
26. Water Quality, Runoff Impacts ☐
27. NPDES – General Permit ☐
28. Sediment – Erosion Control Plan ☐

Anticipated Environmental Document/Decision ☐ EE/Cat Ex ☐ EA/FONSI ☐ EIS/ROD

Right of Way (See ITD 2839)

Direct Acquisition Costs ..... $ _____
Indirect Acquisition Costs ..... $ _____
Incidentals ..... $ _____
Total $ _____
Number of Parcels Requiring Acquisition _____
Number of Parcels Requiring Relocation _____

Preliminary Project Costs (See ITD 1150)

Development (Planning/Engineering/Environmental) ... $ _____
Construction (CN/CE) ..... $ _____
Utilities ..... $ _____
Right of Way ..... $ _____
Total $ _____

Financial Plan

List possible funding sources/programs
(Preservation, Bridge, Safety, Mobility, Enhancement, CMAQ, etc.) _____

Will total funding be within available District source/program levels? ☐ Yes ☐ No

If no, what additional funding sources are identified? _____

Is any planning funding needed to prepare the project for a five year program? ☐ Yes ☐ No

When could full funding be available? _____

Recommended By:	Environmental Planner	Project Development Engineer	District Engineer
Approved By	Date	Approved By	Date